



(11)

**EP 2 829 500 B1**

(12)

## EUROPEAN PATENT SPECIFICATION

(45) Date of publication and mention  
of the grant of the patent:  
**08.06.2016 Bulletin 2016/23**

(51) Int Cl.:  
**B66C 23/76** <sup>(2006.01)</sup> **F16H 19/04** <sup>(2006.01)</sup>

(21) Application number: **14183968.8**

(22) Date of filing: **01.04.2008**

(54) **Mobile lift crane with variable position counterweight**

Mobiler Hebekran mit veränderlicher Gegengewichtsposition

Seuil de levage mobile et contrepoids de position variable

(84) Designated Contracting States:  
**AT DE**

(30) Priority: **09.04.2007 US 733104**  
**15.10.2007 EP 07254071**  
**31.01.2008 US 23902**

(43) Date of publication of application:  
**28.01.2015 Bulletin 2015/05**

(62) Document number(s) of the earlier application(s) in  
accordance with Art. 76 EPC:  
**13153486.9 / 2 589 565**  
**08251277.3 / 1 990 306**

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## Description

### BACKGROUND

**[0001]** The present application relates to lift cranes, and particularly to mobile lift cranes having a counterweight that can be moved to different positions in an effort to balance a load on the crane.

**[0002]** Lift cranes typically include counterweights to help balance the crane when the crane lifts a load. Sometimes the counterweight on the rear of the crane is so large that the carbody is also equipped with counterweight to prevent backward tipping when no load is being lifted. Further, an extra counterweight attachment, such as a counterweight trailer, is sometimes added to the crane to further enhance the lift capacities of the mobile lift crane. Since the load is often moved in and out with respect to the center of rotation of the crane, and thus generates different moments throughout a crane pick, move and set operation, it is advantageous if the counterweight, including any extra counterweight attachments, can also be moved forward and backward with respect to the center of rotation of the crane. In this way a smaller amount of counterweight can be utilized than would be necessary if the counterweight had to be kept at a fixed distance.

**[0003]** Since the crane needs to be mobile, any extra counterweight attachments also need to be mobile. However, when there is no load on the hook, it is customary to support these extra counterweights on the ground apart from the main crane; otherwise they would generate such a moment that the crane would tip backward. Thus, if the crane needs to move without a load on the hook, the extra counterweight attachment also has to be able to travel over the ground. This means that the ground has to be prepared and cleared, and often timbers put in place, for swing or travel of the extra counterweight unit.

**[0004]** A typical example of the forgoing is a Terex Demag CC8800 crane with a Superlift attachment. This crane includes 100 metric tonne of carbody counterweight, 280 metric tonne of crane counterweight, and 640 metric tonne on an extra counterweight attachment, for a total of 1020 metric tonne of counterweight. The extra counterweight can be moved in and out by a telescoping member. This crane has a maximum rated load moment of 23,500 metric tonne-meters. Thus the ratio of maximum rated load moment to total weight of the counterweight is only 23.04.

**[0005]** While all of this counterweight makes it possible to lift heavy loads, the counterweight has to be transported whenever the crane is dismantled for moving to a new job site. With U.S. highway constraints, it takes 15 trucks to transport 300 metric tonne of counterweight. Thus there is a need for further improvements in mobile lift cranes, where the same large loads can be lifted using less total crane counterweight. U.S. Pat. No. 1,756,106 discloses a revolving deck crane with a counterweight slidably mounted in connection with the deck. The coun-

terweigh is arranged to be moved by the boom actuating mechanism. Thus, the position of the counterweight is a simple mechanical function of the position of the boom.

### BRIEF SUMMARY

**[0006]** The present invention provides a mobile lift crane as set out in claim 1.

**[0007]** A mobile lift crane has been invented which uses a reduced amount of total counterweight, but wherein the crane is still mobile and can lift loads comparable to a crane using significantly more total counterweight. Also described, but not part of the invention, is a mobile lift crane comprising a carbody having moveable ground engaging members; a rotating bed rotatably connected to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed; a mast mounted at its first end on the rotating bed; a back-hitch connected between the mast and a rear portion of the rotating bed; a moveable counterweight unit; at least one linear actuation device; and at least one arm pivotally connected at a first end to the rotating bed and at a second end to the linear actuation device. The arm and linear actuation device are connected between the rotating bed and the counterweight unit such that extension and retraction of the linear actuation device changes the position of the counterweight unit compared to the rotating bed.

**[0008]** Also described is a mobile lift crane comprising a carbody having moveable ground engaging members; a rotating bed rotatably connected to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed; a mast mounted at its first end on the rotating bed at a fixed angle compared to the plane of

rotation of the rotating bed; a moveable counterweight unit suspended from a tension member connected at second end of the mast; and a counterweight movement structure connected between the rotating bed and the counterweight unit such that the counterweight unit may be moved to and held at a position in front of the top of the mast and moved to and held at a position rearward of the top of the mast.

**[0010]** Also described is a mobile lift crane comprising a carbody having moveable ground engaging members; a rotating bed rotatably connected about an axis of rotation to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed; a mast mounted at its first end on the rotating bed; a moveable counterweight unit; and a counterweight movement structure connected between the rotating bed and the counterweight unit such that the counterweight unit may be moved to and held at both a forward position and a rearward position; wherein the crane has a total amount of counterweight of at least 250 metric tonne and

a maximum rated load moment of at least 6,250 metric tonne-meters, and the ratio of the maximum rated load moment to the total weight of all of the counterweight on the crane is at least 25.

**[0011]** Also described is a method of operating a mobile lift crane. The lift crane comprises a carbody having moveable ground engaging members; a rotating bed rotatably connected to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed, with a hoist line extending therefrom; a mast mounted at its first end on the rotating bed; and a moveable counterweight unit. The method comprises the steps of positioning the counterweight forward of a point directly below the top of the mast when no load is on the hook; and positioning the counterweight rearward of the top of the mast when the hoist line is supporting a load; wherein the moveable counterweight is never supported by the ground during crane pick, move and set operations other than indirectly by the ground engaging members on the carbody.

**[0012]** Also described is a method of operating a mobile lift crane. The lift crane comprises a carbody having moveable ground engaging members; a rotating bed rotatably connected to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed, with a hoist line extending therefrom; a mast mounted at its first end on the rotating bed; at least one linear actuation device; and a moveable counterweight unit. The method comprises the step of performing a pick, move and set operation with a load wherein the moveable counterweight is moved toward and away from the front portion of the rotating bed by extending and retracting the linear actuation device during the pick, move and set operation to help counterbalance the load, but wherein the counterweight is never supported by the ground other than indirectly by the ground engaging members on the carbody.

**[0013]** Present invention is a mobile lift crane comprising a carbody having moveable ground engaging members; a rotating bed rotatably connected about an axis of rotation to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed; a moveable counterweight unit; and a counterweight movement structure connected between the rotating bed and the counterweight unit such that the counterweight unit may be moved to and held at both a forward position and a rearward position; wherein the counterweight movement structure comprises a rack and pinion assembly having housing and a rack, the rack having a rectangular cross section with first and second sides opposite one another and third and fourth sides opposite one another, and having teeth on the first side and second sides, and at least first and third pinion gears engaged with the teeth on the first side of the rack and second and fourth pinion gears engaged with the teeth on the second side

of the rack, and wherein each pinion gear is driven by a separate hydraulic motor, and wherein the motor driving the first pinion gear is mounted on the housing adjacent an opposite side of the rack from the motor driving the third pinion gear, and wherein the motor driving the second pinion gear is mounted on the housing adjacent an opposite side of the rack from the motor driving the fourth pinion gear.

**[0014]** Also described is a mobile lift crane comprising a carbody having moveable ground engaging members; a rotating bed rotatably connected to the carbody such that the rotating bed can swing with respect to the ground engaging members; a boom pivotally mounted on a front portion of the rotating bed and including a load hoist line for handling a load; a moveable counterweight unit; a counterweight movement structure connected between the rotating bed and the counterweight unit such that the counterweight unit may be moved to and held at both a forward position and a rearward position; and a counterweight support structure attached to the counterweight unit including at least two ground engaging members that can provide support to the counterweight in the event of a sudden release of the load, the support structure comprising a telescoping structure connected to and between the ground engaging members such that the distance between the ground engaging members can be adjusted between at least a first and second position.

**[0015]** With one embodiment of the lift crane of the present invention, a single large counterweight can be positioned far forward such that it produces very little backward moment on the crane when no load is on the hook. As a result, the carbody need not have extra counterweight attached to it. This large counterweight can be positioned far backward so that it can counterbalance a heavy load. Thus a 700 metric tonne counterweight can be used as the only counterweight on the crane, and the crane can still lift loads equivalent to those of the Terex Demag CC8800 Superlift with 1020 metric tonne of counterweight. Another advantage of the preferred embodiment of the invention is that the counterweight need not be set on the ground when the crane sets its load. There is no extra counterweight unit requiring a trailer, and the limitations of having to prepare the ground for such a trailer.

**[0016]** These and other advantages of the invention, as well as the invention itself, will be more easily understood in view of the attached drawings. Figures 15-26 relate to an embodiment of the invention. The remaining figures show other examples of cranes for context and completeness.

## BRIEF DESCRIPTION OF THE DRAWINGS

### **[0017]**

Figure 1 is a side elevational view of a first embodiment of a mobile lift crane with a variable position counterweight, shown with the counterweight in a far

forward position.

Figure 2 is a side elevational view of the mobile lift crane of Figure 1 with the counterweight in a mid position.

Figure 3 is a side elevational view of the mobile lift crane of Figure 1 with the counterweight in a rear position.

Figure 4 is a partial top plan view of the crane of Figure 1 with the counterweight in a rear position.

Figure 5 is a partial rear elevational view of the crane of Figure 1.

Figure 6 is a side elevational view of another mobile lift crane of the present invention, with dashed lines showing the counterweight in various positions.

Figure 7 is a side elevational view of another mobile lift crane of the present invention, with dashed lines showing the counterweight in various positions.

Figure 8 is a side elevational view of another mobile lift crane of the present invention, with dashed lines showing the counterweight in a second position.

Figure 9 is a side elevational view of another mobile lift crane of the present invention, with dashed lines showing the counterweight in a second position.

Figure 10 is a side elevational view of another mobile lift crane of the present invention, with dashed lines showing the counterweight in a second position.

Figure 11 is a partial rear elevational view of the crane of Figure 10.

Figure 12 is a cross-sectional view taken along line 12-12 of Figure 11.

Figure 13 is a cross-sectional view taken along line 13-13 of Figure 11.

Figure 14 is a cross-sectional view taken along line 14-14 of Figure 11.

Figure 15 is a side elevational view of an embodiment of a mobile lift crane of the present invention, with dashed lines showing the counterweight in a second position.

Figure 16 is rear perspective view of the crane of Figure 15.

Figure 17 is perspective view of the pivot frame and arm of the crane of Figure 15 shown in a folded mode, ready for transport.

Figure 18 is perspective view of the rack and pinion actuator used on the crane of Figure 15 shown in an extended position, without the drive motor and gear for sake of clarity.

Figure 19 is cross-sectional view of a first embodiment of a drive system coupled to the rack and pinion actuator, taken along line 19-19 of Figure 18.

Figure 20 is cross-sectional view taken along line 20-20 of Figure 19.

Figure 21 is partial sectional view taken along line 21-21 of Figure 19.

Figure 22 is partial-sectional view like Figure 21 but with the rack extended.

Figure 23 is an elevation view of the motor drives on one side of the pinion assembly of Figures 21-22.

Figure 24 is a perspective view of a second embodiment of a drive system for the rack and pinion actuator.

Figure 25 is a perspective view of the counterweight tray and telescopic counterweight supports used on the crane of Figure 15.

Figure 26 is a top plan outline of the crane of Figure 15.

## 10 DETAILED DESCRIPTION OF THE DRAWINGS AND THE PRESENTLY PREFERRED EMBODIMENTS

**[0018]** The present invention will now be further described. In the following passages, different aspects of the invention are defined in more detail. Each aspect so defined may be combined with any other aspect or aspects unless clearly indicated to the contrary. In particular, any feature indicated as being preferred or advantageous may be combined with any other feature or features indicated as being preferred or advantageous.

**[0019]** Several terms used in the specification and claims have a meaning defined as follows.

**[0020]** The front of the rotating bed is defined as the portion of the rotating bed that is between the axis of rotation of the rotating bed and the position of the load when a load is being lifted. The rear portion of the rotating bed includes everything opposite the axis of rotation from the front of the rotating bed. The terms "front" and "rear" (or modifications thereof such as "rearward") referring to other parts of the rotating bed, or things connected thereto, such as the mast, are taken from this same context, regardless of the actual position of the rotating bed with respect to the ground engaging members.

**[0021]** The position of the counterweight unit is defined as the center of gravity of the combination of all counterweight elements and any holding tray to which the counterweights are attached, or otherwise move in conjunction with. All counterweight units on a crane that are tied together so as to always move simultaneously are treated as a single counterweight for purposes of determining the center of gravity.

**[0022]** The top of the mast is defined as the furthest back position on the mast from which any line or tension member supported from the mast is suspended. If no line or tension member is supported from the mast, then the top of the mast is the position to which any backhitch is attached.

**[0023]** The moveable ground engaging members are defined as members that are designed to remain engaged with the ground while the crane moves over the ground, such as tires or crawlers, but does not include ground engaging members that are designed to be stationary with respect to the ground, or be lifted from contact with the ground when they are moved, such as a ring on a ring supported crane.

**[0024]** The term "move" when referring to a crane operation includes movement of the crane with respect to the ground. This can be either a travel operation, where

the crane traverses a distance over the ground on its ground engaging members, a swing operation, in which the rotating bed rotates with respect to the ground, or combinations of travel and swing operations.

**[0025]** Seven cranes are shown in the attached drawings. Figures 1-5, the mobile lift crane 10 includes lower works, also referred to as a carbody 12, and moveable ground engaging members in the form of crawlers 14 and 16. (There are of course two front crawlers 14 and two rear crawlers 16, only one each of which can be seen from the side view of Figure 1. The other set of crawlers can be seen in the top view of Figure 4.) (Figures 4 and 5 are simplified for sake of clarity, and do not show the boom, mast, and backhitch.) In the crane 10, the ground engaging members could be just one set of crawlers, one crawler on each side. Of course additional crawlers than those shown, or other ground engaging members such as tires, can be used.

**[0026]** A rotating bed 20 is rotatably connected to the carbody 12 such that the rotating bed can swing with respect to the ground engaging members. The rotating bed is mounted to the carbody 12 with a slewing ring, such that the rotating bed 20 can swing about an axis with respect to the ground engaging members 14, 16. The rotating bed supports a boom 22 pivotally mounted on a front portion of the rotating bed; a mast 28 mounted at its first end on the rotating bed; a backhitch 30 connected between the mast and a rear portion of the rotating bed; and a moveable counterweight unit having counterweights 34 on a support member 33. The counterweights may be in the form of multiple stacks of individual counterweight members on the support member 33 as shown in Figure 5.

**[0027]** Boom hoist rigging 25 between the top of mast 28 and boom 22 is used to control the boom angle and transfers load so that the counterweight can be used to balance a load lifted by the crane. A hoist line 24 extends from the boom 22, supporting a hook 26. The rotating bed 20 may also include other elements commonly found on a mobile lift crane, such as an operator's cab and hoist drums for the rigging 25 and hoist line 24. If desired, the boom 22 may comprise a luffing jib pivotally mounted to the top of the main boom, or other boom configurations. The backhitch 30 is connected adjacent the top of the mast 28. The backhitch 30 may comprise a lattice member designed to carry both compression and tension loads as shown in Figure 1. In the crane 10, the mast is held at a fixed angle with respect to the rotating bed during crane operations, such as a pick, move and set operation.

**[0028]** The counterweight unit is moveable with respect to the rest of the rotating bed 20. A tension member 32 connected adjacent the top of the mast supports the counterweight unit in a suspended mode. A counterweight movement structure is connected between the rotating bed and the counterweight unit such that the counterweight unit may be moved to and held at a first position in front of the top of the mast, and moved to and

held at a second position rearward of the top of the mast. At least one linear actuation device, in this embodiment a hydraulic cylinder 38, and at least one arm pivotally connected at a first end to the rotating bed and at a second end to the hydraulic cylinder are used in the counterweight movement structure of crane 10 to change the position of the counterweight. The arm and hydraulic cylinder 38 are connected between the rotating bed and the counterweight unit such that extension and retraction of the hydraulic cylinder changes the position of the counterweight unit compared to the rotating bed.

**[0029]** In the crane 10, the at least one arm preferably comprises a pivot frame 40 and a rear arm 36. (As with the crawlers, the rear arm 36 actually has both left and right members (Figures 4 and 5), only one of which can be seen in Figure 1, and the hydraulic cylinder comprises two cylinders that move in tandem. However, the following discussion only refers to one cylinder 38 and one arm 36 for sake of simplicity.) The pivot frame 40 is connected between the rotating bed 20 and hydraulic cylinder 38, and the rear arm 36 is connected between the pivot frame 40 and the counterweight unit. A trunion 37 is used to connect the rear arm 36 and pivot frame 40. The hydraulic cylinder 38 is pivotally connected to the rotating bed 30 on a support frame 42 which elevates the hydraulic cylinder 38 to a point so that the geometry of the cylinder 38, pivot frame 40 and rear arm 36 can move the counterweight through its entire range of motion. In this manner the cylinder 38 causes the rear arm 36 to move the counterweight unit when the cylinder is retracted and extended.

**[0030]** While Figure 1 shows the counterweight unit in its most forward position, Figure 2 shows the hydraulic cylinder 38 partially extended, which moves the counterweight unit to a mid position, such as when a first load 29 is suspended from the hook 26. Figures 3 and 4 show the cylinder 38 fully extended, which moves the counterweight unit to its most rearward position, such as when a larger load 31 is suspended from the hook, or the boom is pivoted forward to extend the load further from the rotating bed. Thus, in the method of operation of crane 10, the counterweight is positioned forward of a point directly below the top of the mast when no load is on the hoist line; and the counterweight is positioned rearward of the top of the mast when the hoist line supports a load. (The phrase "no load" on the hoist line is used in its common meaning of no extra lifted load. Of course the hook and any associated hook block may have a significant weight and apply tension to the hoist line even when no load is on the hoist line.)

**[0031]** As noted earlier, preferably, the moveable counterweight is never supported by the ground during crane operations. The crane can performing a pick, move and set operation with a load wherein the moveable counterweight is moved toward and away from the front portion of the rotating bed by extending and retracting the hydraulic cylinder during the operation to help counterbalance the load, but the counterweight is never support-

ed by the ground other than indirectly by the ground engaging members on the carbody. Further, the single moveable counterweight unit is the only functional counterweight on the crane. The carbody is not provided with any separate functional counterweight. The fact that the counterweight unit can be moved very near to the centerline of rotation of the crane means that the counterweight does not produce a large backward tipping moment in that configuration, which would otherwise require the carbody to carry additional counterweight. (The phrase "not provided with any separate functional counterweight" is meant to differentiate prior art cranes where the carbody is specifically designed to include significant amounts of counterweight used to prevent backward tipping of the crane.)

**[0032]** Figure 6 shows a second crane 110. Like the crane 10, crane 110 includes a carbody 112, crawlers 114 and 116, a rotating bed 120, boom 122, boom hoist rigging 125, a load hoist line 124, a hook 126, a mast 128, a backhitch 130, a tension member 132 and a counterweight unit 134. The primary difference between the crane 110 compared to crane 10 is the configuration of the cylinder and arm used to move the counterweight unit. In crane 110 there are two hydraulic cylinders 136 and 138. Like cylinder 38, cylinder 138 is pivotally connected to the rotating bed 120. Also, arm 140 is pivotally connected at one end to the rotating bed and at its other end to the cylinder 138. However, in this embodiment the second hydraulic cylinder 136 is connected between the arm and the counterweight unit, as the rear arm 36 was in crane 10. The counterweight unit can be moved between a far forward position, when both hydraulic cylinders are retracted, to mid and far rearward positions (shown in phantom lines) when, respectively, the rear cylinder 136 is extended, and when both cylinders are fully extended.

**[0033]** Figure 7 shows a third crane 210. Like the cranes 10 and 110, crane 210 includes a carbody 212, crawlers 214, a rotating bed 220, boom 222, boom hoist rigging 225, a load hoist line 224, a hook 226, a mast 228, a backhitch 230, a tension member 232 and a counterweight unit 234. This crane is different than cranes 10 and 110 in that it has a second counterweight unit 237 which is supported directly on the rotating bed. Also, instead of having an arm and a hydraulic cylinder to move the counterweight unit 234, it has only one hydraulic cylinder 236. Further, the cylinder 236 is only indirectly connected to the rotating bed, as it is connected to the second counterweight unit which is supported on the rotating bed. In this fashion, when the second counterweight unit 237 is moved forward and backward, the counterweight unit 234 is also moved. The hydraulic cylinder 236 can be extended to move the counterweight 234 even further away from the centerline of rotation of the rotating bed, as shown in phantom lines.

**[0034]** Figure 8 shows a fourth crane 310. Like the crane 10, crane 310 includes a carbody 312, crawlers 314, rotating bed 320, boom 322, boom hoist rigging 325,

a load hoist line 324, a hook 326, a mast 328, a backhitch 330, a tension member 332 and a counterweight 334. The primary difference between the crane 310 compared to crane 10 is that only the hydraulic cylinder 336 is used to move the counterweight unit, and no pivoting arm is employed. Like cylinder 38, cylinder 336 is pivotally connected to the rotating bed 320. However, in this embodiment the hydraulic cylinder 336 is connected to the counterweight unit, in this case indirectly by being connected to tension member 332. The counterweight unit can be moved between a far forward position (shown in phantom lines) when the hydraulic cylinder 336 is fully extended in one direction. The counterweight is moved to a mid position by retracting the cylinder 336. The counterweight is moved into a far rearward position when the cylinder 336 is again fully extended.

**[0035]** Figure 9 shows a fifth crane 410. Like crane 10, crane 410 includes a carbody 412, crawlers 414 and 416, a rotating bed 420, boom 422, boom hoist rigging 425, a load hoist line 424, a hook 426, a mast 428, a backhitch 430, a tension member 432 and a counterweight unit 434. The primary difference between the crane 410 compared to crane 10 is the configuration of the cylinder and arms used to move the counterweight unit, and the fact that the counterweight is moved backward by retracting the cylinder. In crane 410 the hydraulic cylinder 436 is pivotally connected to the rotating bed, but at a point behind where the arm 438 connects to the rotating bed. Arm 438 is pivotally connected at one end to the rotating bed and at its other end to the cylinder 436. A second arm 440 is connected between the arm 438 and the counterweight unit 434, as the rear arm 36 was in crane 10. The counterweight unit can be moved between a far forward position, when the hydraulic cylinder 436 is fully extended, to a far rearward position (shown in phantom lines) when the cylinder 436 is fully retracted.

**[0036]** Figures 10-14 show a sixth crane 510. Like crane 10, crane 510 includes a carbody 512, crawlers 514 and 516, a rotating bed 520, boom 522, boom hoist rigging 525, a load hoist line 524, a hook 526, a mast 528, a backhitch 530, a tension member 532 and a counterweight unit 534. The primary difference between the crane 510 compared to crane 10 is the configuration and placement of the backhitch, and the geometry of the arms 538. Arms 538 are not straight like arms 38 of crane 10, but rather have an angled portion 539 at the end that connects to the pivot frame 540. This allows the arms 538 to connect directly in line with the side members 541 of pivot frame 540, compared to connecting to the outside of the pivot frame 40 as in Figure 4. The angled portion 539 prevents the arms 538 from interfering with the side members 541 of the pivot frame the when the counterweight is in the position shown in solid lines in Figure 10.

**[0037]** In crane 510 the rotating bed is shortened, and hence the point on the rotating bed where the backhitch 530 is connected is forward of the point where the mast and backhitch connect, which causes the backhitch to be at an angle from the axis of rotation of the rotating

bed. This angle may be between about 10° and about 20°. The preferred angle is about 16°. Further, while the backhitch 530 and tension member 532 are not connected at the very top of the mast 528, they are both still connected adjacent the top of the mast.

**[0038]** Also, as best seen in Figure 11, the backhitch 530 has an A-frame configuration, with two spaced apart legs 542 and 544 and a central upstanding member 546. (In Figure 11, the arms 538, cylinders 536 and counterweight unit 534 are not shown for sake of clarity.) The lattice connections 552 of the upstanding member 546 are shown in Figure 12. The lattice connections 554 of the legs 542 and 544 are shown in Figure 13. Figure 14 shows the lattice connections 556 used to construct the pivot frame 540.

**[0039]** The legs 542 and 544 are spaced apart so that arms 538 and pivot frame 540 can fit between legs 542 and 544 of the backhitch 530 as the counterweight 534 swings outwardly. In the crane 10, the top lattice member of the pivot frame 40 is spaced down low enough so that when the pivot frame 40 is in the position seen in Figure 3, the ends of the pivot frame can straddle the connection of the backhitch 30 to the rotating bed 20 without the lattice work of the pivot frame 40 contacting the backhitch. The counterweight unit 534 can be moved between a far forward position, when the hydraulic cylinder 536 is fully retracted, to a far rearward position (shown in phantom lines) when the cylinder 536 is fully extended. The A-frame structure permits the backhitch to be connected up closer to the centerline of rotation without interfering with the movement of the pivot frame 540 and arms 538. Having the backhitch connect at this closer position allows for the rotating bed to be shortened compared to crane 10.

**[0040]** Figures 15-26 show an embodiment of a crane 610 of the present invention. Like crane 510, crane 610 includes a carbody 612, crawlers 614 and 616, a rotating bed 620, boom 622, boom hoist rigging 625, a load hoist line 624, a hook 626, a mast 628, a backhitch 630, a tension member 632 and a counterweight unit 634. The primary difference between the crane 610 compared to crane 510 is the use of a rack and pinion assembly 636 as the linear actuation device, instead of a hydraulic cylinder. Also, the pivot frame 640 is a solid welded plate structure, rather than individual pieces welded in a spaced apart lattice structure as shown in Figure 11. Instead of two spaced arms, the counterweight movement structure of crane 610 has one arm 638 with a welded plate structure with an angled portion 639 at the end that connects to the pivot frame 640. This allows the arm 638 to connect directly in line with the pivot frame 640. Figure 17 shows the pivot frame 640 and arm 638 linked together in a folded configuration in which they are transported between job sites. Figure 17 also shows brackets and holes on the pivot frame 640 and arm 638 that are used to pin the pivot frame 640 and arm 638 to other parts of the crane. For example, holes 652 are used to pin the linear actuator 636 to the pivot frame 640. Holes 654 are

used to pin the frame 640 to the rotating bed. Holes 656 are used to pin the bracket 659 on the end of arm 638 to the frame on the counterweight unit 634, and holes 658 are used to pin the tension member 632, in the form of two counterweight straps suspended from the mast top, to the bracket 659 on the end of the arm 638, and thus to the counterweight unit 634.

**[0041]** The structure of the rack and pinion assembly 636 is best seen in Figures 18-23, with an alternate arrangement for the drive system for the rack and pinion actuator shown in Figure 24. The counterweight movement structure comprises a rack and pinion assembly having a rack 710 made from a welded plate structure, mounted inside of a housing 720. The housing 720 includes a carbody connection structure 725 at one end, which includes two holes 721 used to pin the rack and pinion assembly 636 to the rotating bed 620 to allow pivoting in a vertical plane, and another hole 723 that is used to pin the connection structure to the rotating bed to allow pivoting in another direction. The pins through these holes provide enough free play that no bending moments are imposed on the rack and pinion assembly when the crane goes through a swing operation. The rack 710 extends past the pinion gears and also terminates in a hole 711, which contains a universal joint (not shown) by which the rack is connected to the pivot frame 640.

**[0042]** The rack 710 has a rectangular cross section with first and second sides 712, 714 opposite one another and third and fourth sides 716, 718 opposite one another. The rack includes teeth 722 on the first side and second sides 712 and 714. The teeth 722 are made with segmented teeth structures welded to the rack. 710. As best seen in Figure 19, the teeth structures have a tapered upper shape, and include a recess in their outer bottom corners, which allows space for a weld bead 715. Each segment of the teeth 722 also includes four holes through which bolts 717 can be used to hold the teeth segments onto the sides 712 and 714 while they are being welded.

**[0043]** The rack and pinion assembly has first and third pinion gears 731 and 733 engaged with the teeth 722 on the first side 712 of the rack and second and fourth pinion gears 732 and 734 engaged with the teeth 722 on the second side 714 of the rack. Each pinion gear is driven by a separate hydraulic motor, two of which, 793 and 794, are shown in Figure 19. The motor (not shown) driving the first pinion gear 731 is mounted on the housing 720 adjacent an opposite side of the rack 710 from the motor 793 driving the third pinion gear 733. The motor (not shown) driving the second pinion gear 732 is mounted on the housing 720 adjacent an opposite side of the rack from the motor 794 driving the fourth pinion gear 734. Each hydraulic motor is powered by a closed loop hydraulic system. In a preferred embodiment, the crane 610 will have two engines, each with a power output that drives eight pumps. One pump will power two hydraulic motors. However, valves in the hydraulic system, and controls in the control system, are preferably designed so that one pump could supply hydraulic power to all four

motors used on the rack and pinion actuator.

**[0044]** The hydraulic motors (including motor 794) driving the first and fourth pinion gears 731 and 734 are mounted on the housing 720 adjacent the third side 716 of the rack 710, and the two hydraulic motors (including motor 793) driving the second and third pinion gears 732 and 733 are mounted on the housing 720 adjacent the fourth side 718 of the rack 710. Eight rollers 752 are secured to the housing 720 and have a rolling engagement with the marginal portion (outside of where the teeth are affixed) of the first and second sides 712 and 714 of the rack 710, providing stability to the structure.

**[0045]** The rack and pinion assembly further comprises a series of planetary gear sets between each hydraulic motor and the pinion gear driven by that hydraulic motor. As best seen in Figures 19 and 20, in the embodiment depicted there are four sets of planetary gears 743, 753, 763 and 773 between the hydraulic motor 793 and the pinion gear 733. Also, right next to the hydraulic motor 793 there is spring set, hydraulic released, multi-disc brake 783. This same arrangement of motor, gears and brake is found with each motor. For instance, planetary gears 744, 754, 764 and 774, with brake 784, are mounted between motor 794 and pinion gear 734. Figure 24 shows a different embodiment of the drive system for the rack and pinion actuator. In this embodiment the motor drive 894 and brake 884 portion have a right-angle input into the planetary gear system 874, 864, 854 and 844. The right-angle input arrangement provides for a shorter overall length to the drive system, which makes it easier to pack and ship this as a sub-assembly.

**[0046]** The crane 610 is equipped with a counterweight support system 810, which may be required to comply with crane regulations in some countries. Because the counterweight unit 634 in the present invention can move far forward with respect to the front of the rotating bed, the counterweight supports on the support system may interfere with swing operations unless they are sufficiently spaced apart. However, this makes the support structure itself very wide. The present inventors have thus developed a counterweight support structure attached to the counterweight unit that includes a telescoping counterweight support system.

**[0047]** The counterweight support system 810 includes at least two ground engaging members in the form of support feet 820 that can provide support to the counterweight in the event of a sudden release of the load. The support structure 810 comprising a telescoping structure 830 connected to and between the ground engaging members 820 such that the distance between the ground engaging members 820 can be adjusted between at least a first and second position, as shown in solid and dotted lines in Figure 25. The counterweight unit comprises a counterweight tray 840 on which individual counterweights 842 are supported, and the telescoping structure 830 includes two beams 832 and hydraulic cylinders (not shown) that fit within channels in the counterweight tray 840. The telescoping structure is similar to outriggers

commonly used on tire-supported cranes. The counterweight unit 634 is constructed so that the counterweight support structure 810 can be removed and the crane can function both with and without it.

**[0048]** As shown in Figure 26, when the counterweight unit 634 is in its forward position, the counterweight support ground engaging members 820 will interfere with a swing operation of the crane in their first position, in which they are fully retracted. However, when the structure is extended to move the ground engaging members 820 to their second position where they are extended, they will not interfere with a swing operation of the crane. If the counterweight unit 634 of the crane 610 is not fully forward, it may not be necessary to spread the supports 820 to their extended position. This is because at the partially back position, as shown in Figure 16, the support feet 820 will not hit the crawlers 614 and 616 during a swing operation.

**[0049]** The support feet 820 are constructed so that when the counterweight unit 634 is positioned directly below the top of the mast 630, and thus the counterweight is at its closest point to the ground in the arc created by pivoting the tension member 632 about the top of the mast 630, the support feet 820 will still be an adequate distance off the ground (such as 15 inches) so that during normal crane operation, the support feet never contact the ground during pick, move and set operations. In that case, in the far forward position (shown in solid lines in Figure 15), the support feet 820 may have 41 inches of clearance, and in the fully extended position of the counterweight (shown in dotted lines in Figure 15), the support feet 820 may be 47 inches off the ground.

**[0050]** With the preferred embodiments of the invention, the counterweight unit is supported by the mast and the positioning mechanism at all times. There is no need for a separate wagon to support counterweight when less than the rated capacity is applied to the hook. Compared to the case of a free hanging counterweight as is used in some prior art mobile lift cranes, there is no need to set the counterweight unit on the ground. As a result, there is much less ground preparation needed for operation of the crane 10. This is a huge advantage over the systems presently in the field, in which the wagons are always in place and must be part of the lift planning with or without load on the hook. Frequently obstacles on the construction site make it difficult to position the crane and wagon. More recently designed telescopic systems used to position the wagon have been developed to lessen the size impact, but the wagon is still in place and must be taken into account. A critical part of having a wagon system is providing a rolling path during swing motion. With the wagons operating at very long radii (20 to 30 meters), timber matting is required for the very large sweep areas. Self supporting counterweight in the preferred embodiments of the present invention eliminates the wagon and the necessary matting.

**[0051]** The counterweight movement structure will generally be able to move the counterweight over a dis-



tance of at least 10 meters, and preferably at least 20 meters, depending on the crane size. In the embodiment of crane 10, the hydraulic cylinder 38 will preferably have a stroke of at least 5 meters. For the geometry shown, this results in the center of gravity of the counterweight unit being able to be moved to a distance of 28 meters (90 feet) from the center of rotation of the rotating bed. Alternatively, when the cylinder 38 is fully retracted, the center of gravity of the counterweight unit is only 7 meters (23 feet) from the center of rotation. This forward position can be even shorter, depending on the geometry of the positioning mechanism. Preferably the counterweight movement structure can move the counterweight to a position within 7 meters of the axis of rotation and to a position of at least 28 meters away from the axis of rotation. For the embodiment of crane 410, the counterweight movement structure can move the counterweight over a distance of at least 22 meters with a cylinder stroke of only 5.6 meters. With this configuration, the counterweight can be moved to a position within about 6 meters of the axis of rotation and to a position of at least 28 meters away from the axis of rotation. When the counterweight unit is suspended from the top of the mast, as it is in the embodiments shown in the figures, the counterweight movement structure can move and hold the counterweight at a position forward of the top of the mast such that the tension member is at an angle of over 5° compared to the axis of rotation, preferably over 10°, and more preferably over 13°. When the counterweight is at a position rearward of the top of the mast, the tension member is at an angle of at least 5°, preferably at least 10°, and more preferably over 15° compared the axis of rotation.

**[0052]** If desired, the extension of the cylinder 38 or rack and pinion assembly 636 can be controlled by a computer to move the counterweight unit automatically to a position needed to counterbalance a load being lifted, or a luffing operation. In such cases, a pin-style load cell may be used to sense the load in the backhitch, and move the counterweight to a point where that load is at a desired level. If desired, the counterweight unit position can be infinitely variable between any position within the range permitted by complete retraction and complete extension of the linear actuation device, cylinder 38 or rack and pinion assembly 636. The variable positioning system self compensates for the required load moment. In other words, if partial counterweight is installed, the counterweight will automatically be positioned farther back to offset the required load moment. Only when the maximum rearward position is reached will the crane's capacity be reduced.

**[0053]** In the preferred methods of the present invention, all of the counterweight is moved to the rearmost position, maximizing the counterweight's contribution to the crane's load moment. When no load is applied to the hook, the counterweight is positioned as far forward as possible. This forward position allows the counterweight to be maximized while maintaining the required backward

stability. In preferred embodiments, the crane has a total amount of counterweight of at least 250 metric tonne, preferably at least 700 metric tonne, and more preferably at least 900 metric tonne, and a maximum rated load moment of at least 6,250 metric tonne-meters, preferably at least 17,500 metric tonne-meters, and more preferably at least 27,500 metric tonne-meters, and the ratio of maximum rated load moment to total weight of the counterweight is at least 25, and preferably at least 30.

**[0054]** As noted above, prior art designs generally had three counterweight assemblies. The variable position counterweight of the preferred crane has only one assembly. Where the conventional designs require 1,000 metric tonne of counterweight, the crane 10 with a single variable position counterweight will require approximately 70%, or 700 metric tonne of counterweight, to develop the same load moment. The 30% counterweight reduction directly reduces the cost of the counterweight, although this cost is partially offset by the cost of the positioning mechanism. As noted above, under U.S. highway constraints, 300 metric tonne of counterweight requires 15 trucks for transport. Thus, reducing the total counterweight reduces the number of trucks required to transport the crane between operational sites. The positioning mechanism is envisioned to be integrated into the rear rotating bed section and require no additional transport trucks. If it must be removed to achieve the transport weight, one truck may be required.

**[0055]** Because the counterweight is reduced significantly (in the above example, 300 metric tonne), the maximum ground bearing reactions are also reduced by the same amount. The counterweight is positioned only as far rearward as required to lift the load. The crane and counterweight remain as compact as possible and only expand when additional load moment is required. A further feature is the capability to operate with reduced counterweight in the mid position. The reduced counterweight would balance the backward stability requirements when no load is applied to the hook. The variable position function could then be turned off and the crane would operate as a traditional lift crane. The system is scalable. The advantages seen on a very large capacity crane will also be seen on a crane of 300 metric tonne capacity and perhaps as small as 200 metric tonne.

**[0056]** There are several advantages to using a rack and pinion assembly instead of a hydraulic cylinder as the linear actuation device for the counterweight movement structure. One of the most significant is that the cost of hydraulic cylinders large enough to generate the forces needed to move the large counterweight for which the invention is designed are greater than the costs for a rack and pinion assembly able to generate equal force and extension. Another is the fact that hydraulic fluid has a coefficient of thermal expansion that is greater than the coefficient of thermal expansion for steel. Thus, when a cylinder is used, and the hydraulic fluid heats up, it can change the extended length of the cylinder more than the length that a rack and pinion device will change under

the same operating conditions. Also, with the preferred rack and pinion system, a mechanical locking feature can be easily included.

**[0057]** It should be understood that various changes and modifications to the presently preferred embodiments described herein will be apparent to those skilled in the art. For example, the backhitch could comprise a strap designed to carry just a tension load if the loading and operation of the crane never produces a compressive force in the backhitch. The linear actuation devices, rear arms and pivot frames can be interconnected differently than shown in the drawings and still be connected between the rotating bed and counterweight unit to produce the desired movement of the counterweight unit. Further, parts of the crane need not always be directly connected together as shown in the drawings. For example, the tension member could be connected to the mast by being connected to the backhitch near where the backhitch is connected to the mast. Such changes and modifications can be made without departing from the scope of the present invention as described in the appended claims and without diminishing its intended advantages. It is therefore intended that such changes and modifications be covered by the appended claims.

## Claims

### 1. A mobile lift crane (610) comprising:

- a) a carbody (612) having moveable ground engaging members (614, 616);
- b) a rotating bed (620) rotatably connected about an axis of rotation to the carbody such that the rotating bed can swing with respect to the moveable ground engaging members;
- c) a boom (622) pivotally mounted on the rotating bed;
- d) a moveable counterweight unit (634); and
- e) a counterweight movement structure connected between the rotating bed and the counterweight unit such that the counterweight unit may be moved to and held at both a forward position and a rearward position;
- and **characterised in that**
- f) the counterweight movement structure comprises a rack and pinion assembly (636) having a housing (720) and a rack (710), the rack having a rectangular cross section with first and second sides (712, 714) opposite one another and third and fourth sides (716, 718) opposite one another, and having teeth (722) on the first side and second sides, and at least first and third pinion gears (731, 733) engaged with the teeth on the first side of the rack and second and fourth pinion gears (732, 734) engaged with the teeth on the second side of the rack, and wherein each pinion gear is driven by a separate hydraulic motor

(793, 794), and wherein the motor driving the first pinion gear is mounted on the housing adjacent an opposite side of the rack from the motor driving the third pinion gear, and wherein the motor driving the second pinion gear is mounted on the housing adjacent an opposite side of the rack from the motor driving the fourth pinion gear.

- 2. The mobile lift crane of claim 1 wherein the hydraulic motors driving the first and fourth pinion gears are mounted on the housing adjacent the third side of the rack, and wherein the two hydraulic motors driving the second and third pinion gears are mounted on the housing adjacent the fourth side of the rack.
- 3. The mobile lift crane of any one of claims 1 and 2 wherein the rack and pinion assembly further comprises a series of planetary gear sets (743, 753, 763 and 773; 744, 754, 764 and 774) between each hydraulic motor and the pinion gear driven by that hydraulic motor
- 4. The mobile lift crane of any one of claims 1 to 3 wherein the hydraulic motors are powered by a closed loop hydraulic system.
- 5. The mobile lift crane of claim 1 wherein the first hydraulic motor is mounted adjacent the third side of the rack and the second hydraulic motor is mounted adjacent the fourth side of the rack.
- 6. The mobile lift crane of claim 5 wherein the first and fourth hydraulic motors are mounted adjacent the third side of the rack, and the second and third hydraulic motors are mounted adjacent the fourth side of the rack.
- 7. The mobile lift crane of any one of claims 1 to 6 wherein each pinion gear and hydraulic motor combination further comprises a spring set, hydraulic released brake (783, 784).
- 8. The mobile lift crane of any one of claims 1 to 7 wherein the rack and pinion assembly comprises a welded plate structure with segmented teeth structures welded to the rack.
- 9. The mobile lift crane of any one of claims 1 to 8 wherein the boom is pivotally mounted on the front portion of the rotating bed.

## Patentansprüche

### 1. Mobilkran (610) mit:

- a) einem Unterwagen (612) mit beweglichen Bo-

denkontaktelementen (614, 616);  
b) einem Drehbett (620), welches um eine Drehachse drehbar mit dem Unterwagen verbunden ist, so dass das Drehbett (620) relativ zu den Bodenkontaktelementen (614, 616) verschwenken kann;

c) einem Ausleger (622), welcher drehbar am Drehbett befestigt ist;

d) einer beweglichen Gegengewichtseinheit (634); und

e) einem Aufbau zum Verfahren der Gegengewichte, welcher zwischen dem Drehbett und der Gegengewichtseinheit mit diesen verbunden ist, so dass die Gegengewichtseinheit sowohl in eine vorwärtige Position als auch eine rückwärtige Position verfahren und dort gehalten werden kann;

und **dadurch gekennzeichnet, dass**

f) der Aufbau zum Verfahren der Gegengewichte eine Zahnstangeneinheit (636) umfasst, mit einem Gehäuse (720) und einer Zahnstange (710), wobei die Zahnstange einen rechteckigen Querschnitt mit ersten und zweiten einander gegenüberliegenden Seiten (712, 714) und dritten und vierten einander gegenüberliegenden Seiten (716, 718) aufweist, und mit Zähnen (722) auf den ersten und den zweiten Seiten, und zumindest ersten und dritten Zahnradgetrieben (731, 733), die mit den Zähnen auf der ersten Seite der Zahnstange in Eingriff kommen, und zweiten und vierten Zahnradgetrieben (732, 734), die mit den Zähnen auf der zweiten Seite der Zahnstange in Eingriff kommen, und wobei jedes Zahnradgetriebe mittels eines separaten Hydraulikmotors (793, 794), angetrieben wird, und wobei der das erste Zahnradgetriebe antreibende Motor auf dem Gehäuse angrenzend an eine Seite der Zahnstange befestigt ist, die dem das dritte Zahnradgetriebe antreibenden Motor gegenüber liegt, und wobei der das zweite Zahnradgetriebe antreibende Motor auf dem Gehäuse angrenzend an eine Seite der Zahnstange befestigt ist, die dem das vierte Zahnradgetriebe antreibenden Motor gegenüber liegt.

2. Mobilkran gemäß Anspruch 1, wobei die das erste und das vierte Zahnradgetriebe antreibenden Motoren auf dem Gehäuse angrenzend an die dritte Seite der Zahnstange befestigt sind, und wobei die zwei das zweite und dritte Zahnradgetriebe antreibenden Hydraulikmotoren auf dem Gehäuse angrenzend an die vierte Seite der Zahnstange befestigt sind.

3. Mobilkran gemäß einem der Ansprüche 1 oder 2, wobei die Zahnstangeneinheit ferner eine Reihe von Planetengetrieben (743, 753, 763 und 773; 744, 754, 764 und 774) zwischen jedem Hydraulikmotor und

dem durch diesen Hydraulikmotor angetriebenen Zahnradgetriebe umfasst.

4. Mobilkran gemäß einem der Ansprüche 1 bis 3, wobei die Hydraulikmotoren mittels eines geschlossenen Hydraulikkreislaufes angetrieben werden.

5. Mobilkran gemäß Anspruch 1, wobei der erste Hydraulikmotor angrenzend an die dritte Seite der Zahnstange befestigt ist und der zweite Hydraulikmotor angrenzend an die vierte Seite der Zahnstange befestigt ist.

6. Mobilkran gemäß Anspruch 5, wobei der erste und vierte Hydraulikmotor angrenzend an die dritte Seite der Zahnstange befestigt sind, und der zweite und dritte Hydraulikmotor angrenzend an die vierte Seite der Zahnstange befestigt sind.

7. Mobilkran gemäß einem der Ansprüche 1 bis 6, wobei jede Zusammenstellung aus einem Zahnradgetriebe und einem Hydraulikmotor ferner eine federbelastete, hydraulisch lösbare Bremse (783, 784) umfasst.

8. Mobilkran gemäß einem der Ansprüche 1 bis 7, wobei die Zahnstangeneinheit eine geschweißte Blechstruktur mit segmentierten, an die Zahnstange an geschweißten Zahnstrukturen umfasst.

9. Mobilkran gemäß einem der Ansprüche 1 bis 8, wobei der Ausleger drehbar auf dem vorderen Abschnitt des Drehbetts befestigt ist.

## Revendications

1. Grue de levage mobile (610) comprenant :

a) une carrosserie (612) ayant des éléments mobiles d'engagement avec le sol (614, 616) ;

b) un lit rotatif (620) relié en rotation autour d'un axe de rotation à la carrosserie de sorte que le lit rotatif puisse osciller par rapport aux éléments mobiles d'engagement avec le sol ;

c) une flèche (622) montée en pivotement sur le lit rotatif ;

d) une unité de contrepoids mobile (634) ; et

e) une structure de déplacement de contrepoids reliée entre le lit rotatif et l'unité de contrepoids de sorte que l'unité de contrepoids puisse être déplacée jusqu'à, et maintenue à, une position avant et une position arrière ;

et caractérisée en ce que

f) la structure de déplacement de contrepoids comprend un ensemble de crémaillère et pignon (636) ayant un logement (720) et une crémaillère (710), la crémaillère ayant une section trans-

- versale rectangulaire avec des premier et deuxième côtés (712, 714) opposés l'un à l'autre et des troisième et quatrième côtés (716, 718) opposés l'un à l'autre, et ayant des dents (722) sur le premier côté et le deuxième côté, et au moins des premier et troisième engrenages à pignons (731, 733) engagés avec les dents sur le premier côté de la crémaillère et des deuxième et quatrième engrenages à pignons (732, 734) engagés avec les dents sur le deuxième côté de la crémaillère, et où chaque engrenage à pignons est entraîné par un moteur hydraulique séparé (793, 794), et où le moteur entraînant le premier engrenage à pignons est monté sur le logement de manière adjacente à un côté opposé de la crémaillère par rapport au moteur entraînant le troisième engrenage à pignons, et où le moteur entraînant le deuxième engrenage à pignons est monté sur le logement de manière adjacente à un côté opposé de la crémaillère par rapport au moteur entraînant le quatrième engrenage à pignons.
2. Grue de levage mobile de la revendication 1, dans laquelle les moteurs hydrauliques entraînant les premier et quatrième engrenages à pignons sont montés sur le logement de manière adjacente au troisième côté de la crémaillère, et dans laquelle les deux moteurs hydrauliques entraînant les deuxième et troisième engrenages à pignons sont montés sur le logement de manière adjacente au quatrième côté de la crémaillère.
3. Grue de levage mobile de l'une quelconque des revendications 1 et 2, dans laquelle l'ensemble de crémaillère et pignon comprend en outre une série de trains planétaires (743, 753, 763 et 773 ; 744, 754, 764 et 774) entre chaque moteur hydraulique et l'engrenage à pignons entraîné par ce moteur hydraulique.
4. Grue de levage mobile de l'une quelconque des revendications 1 à 3, dans laquelle les moteurs hydrauliques sont alimentés par un système hydraulique en boucle fermée.
5. Grue de levage mobile de la revendication 1, dans laquelle le premier moteur hydraulique est monté de manière adjacente au troisième côté de la crémaillère et le deuxième moteur hydraulique est monté de manière adjacente au quatrième côté de la crémaillère.
6. Grue de levage mobile de la revendication 5, dans laquelle les premier et quatrième moteurs hydrauliques sont montés de manière adjacente au troisième côté de la crémaillère, et les deuxième et troisième moteurs hydrauliques sont montés de manière ad-
- jacente au quatrième côté de la crémaillère.
7. Grue de levage mobile de l'une quelconque des revendications 1 à 6, dans laquelle chaque combinaison d'engrenage à pignons et de moteur hydraulique comprend en outre un frein à desserrage hydraulique (783, 784), réglé par ressort.
8. Grue de levage mobile de l'une quelconque des revendications 1 à 7, dans laquelle l'ensemble de crémaillère et pignon comprend une structure de plaque soudée avec des structures de dents segmentées soudées à la crémaillère.
9. Grue de levage mobile de l'une quelconque des revendications 1 à 8, dans laquelle la flèche est montée en pivotement sur la partie avant du lit rotatif.

FIG. 1

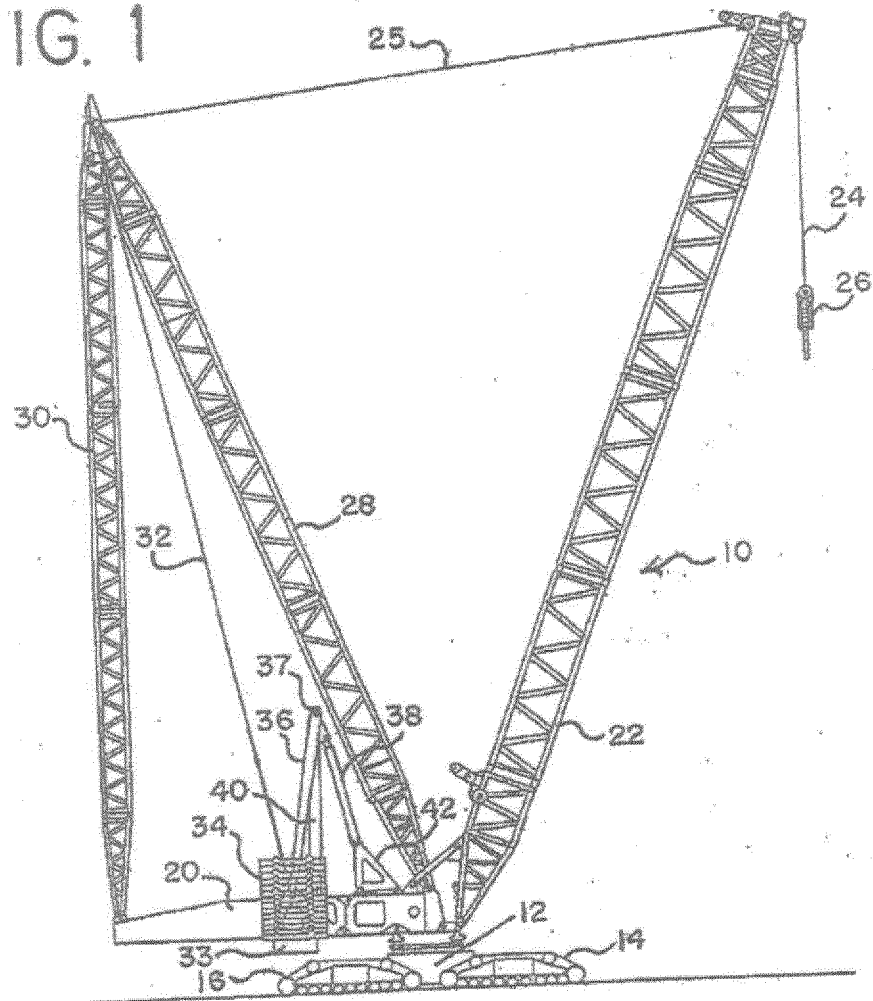


FIG. 2

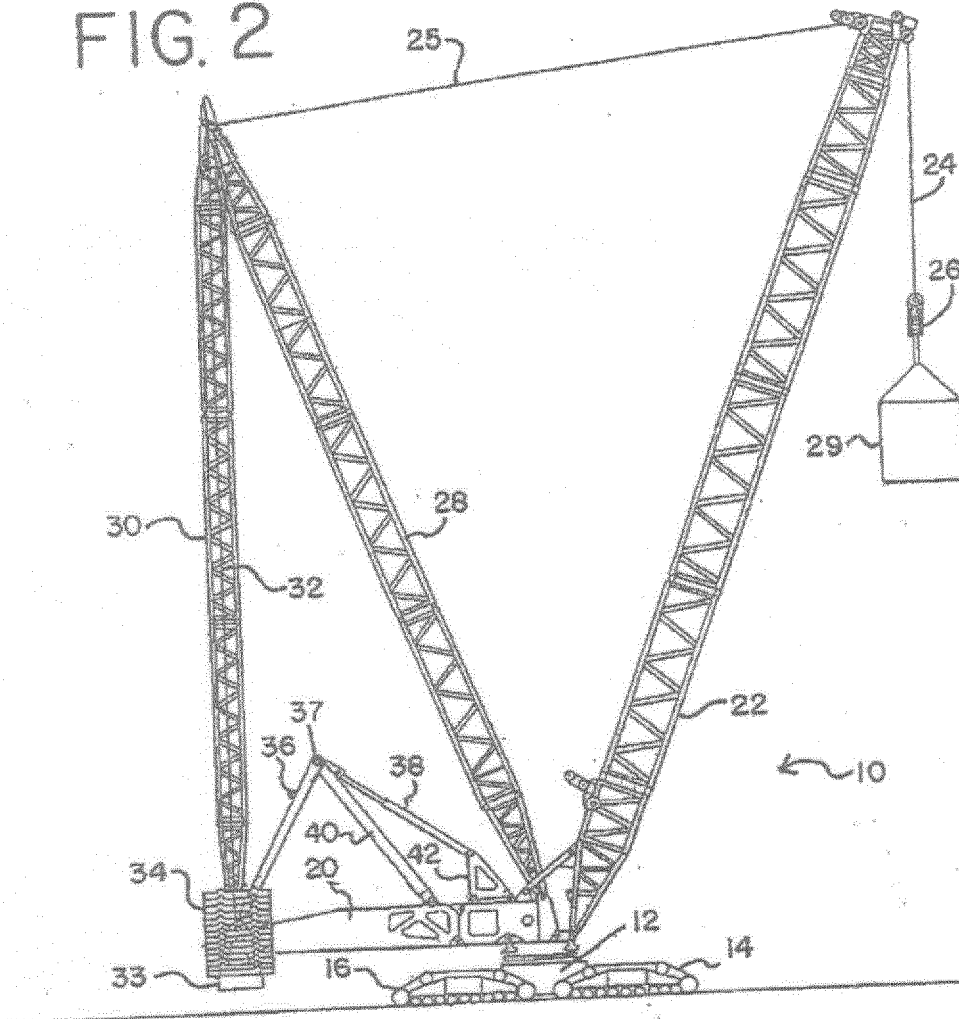
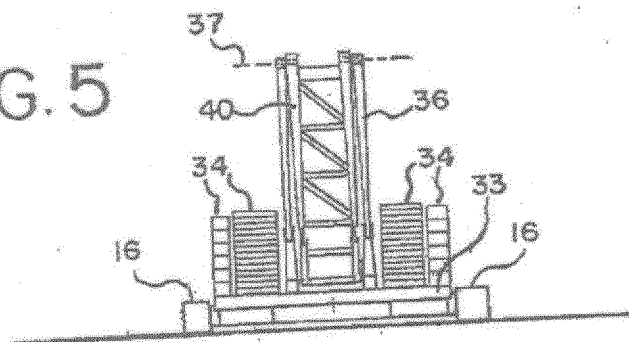


FIG. 5



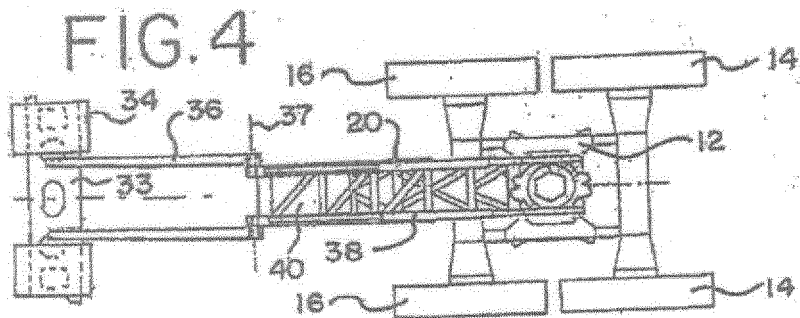
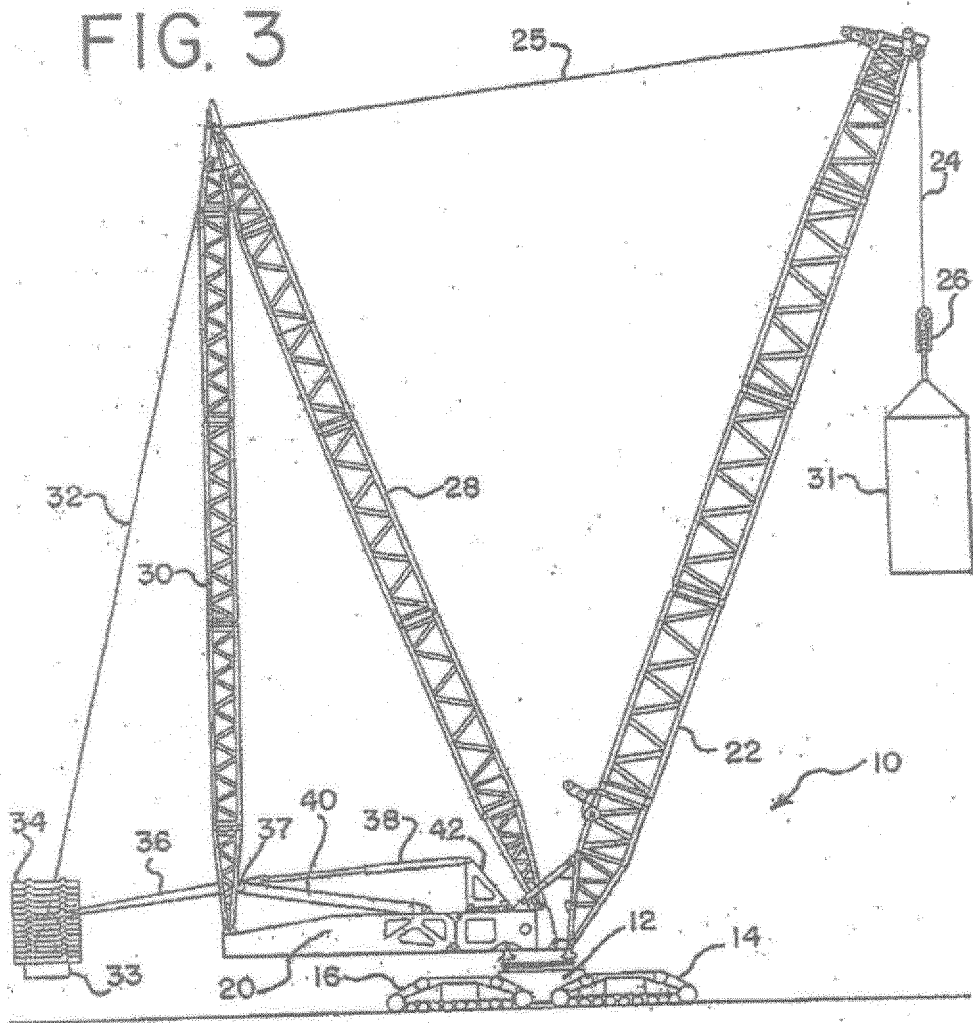


FIG. 6

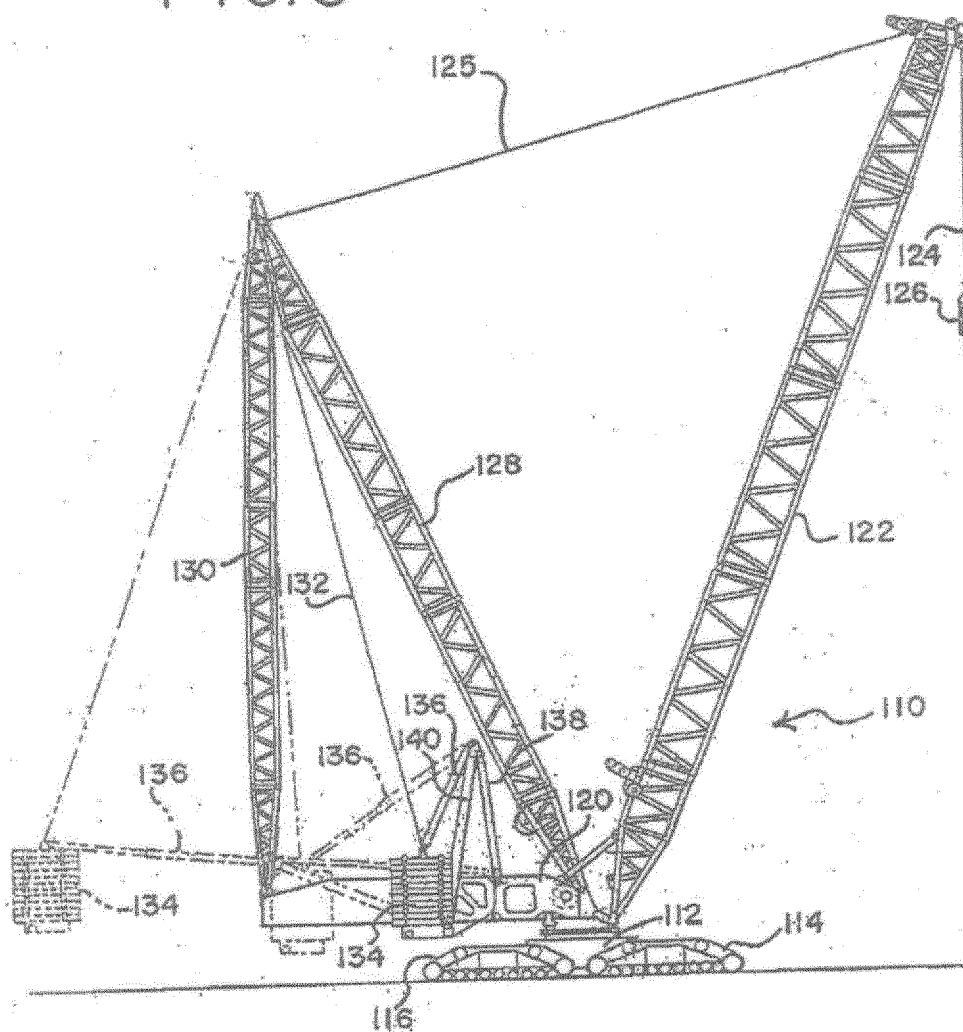




FIG. 7

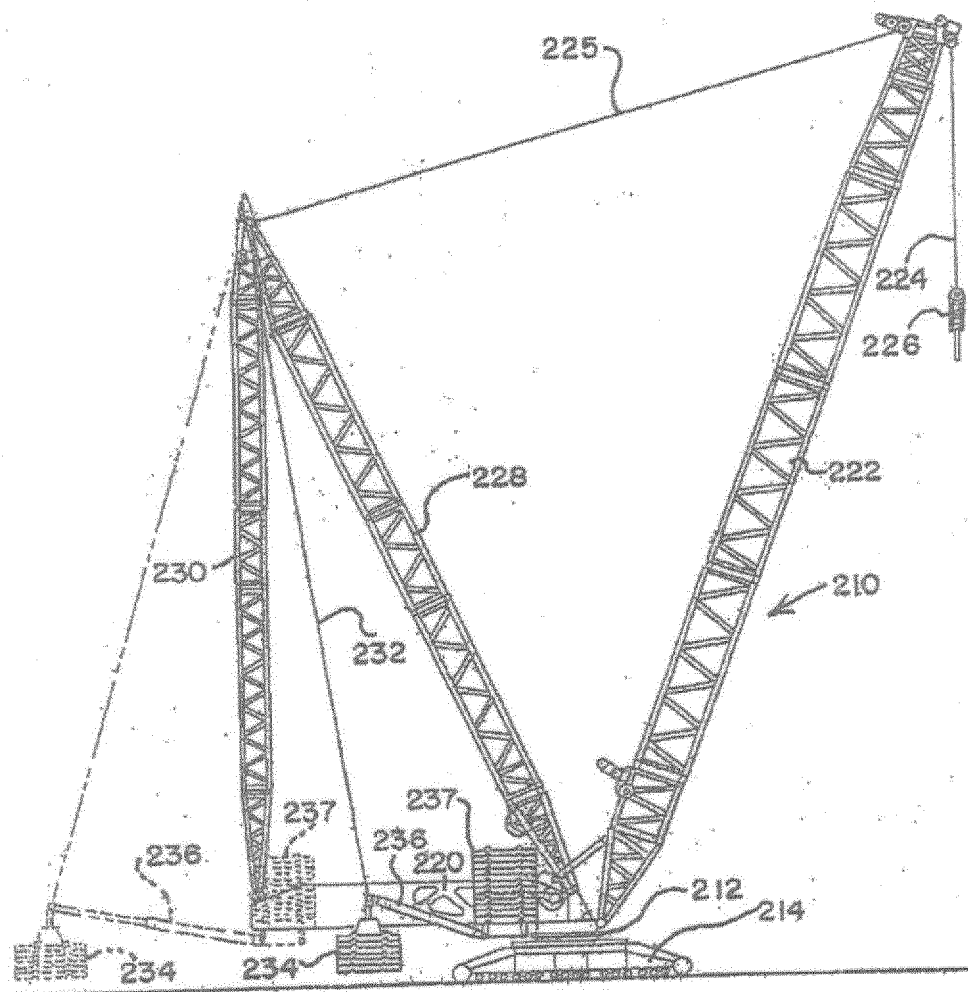


FIG. 8

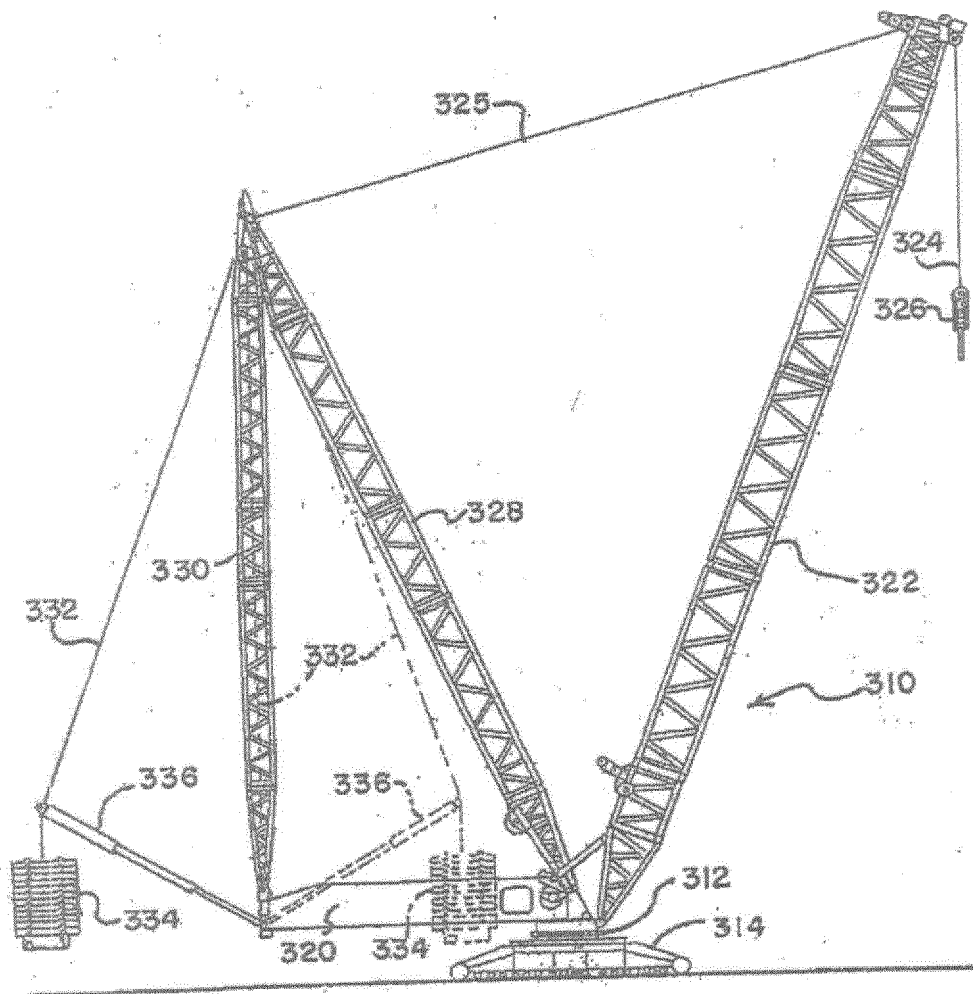


FIG. 9

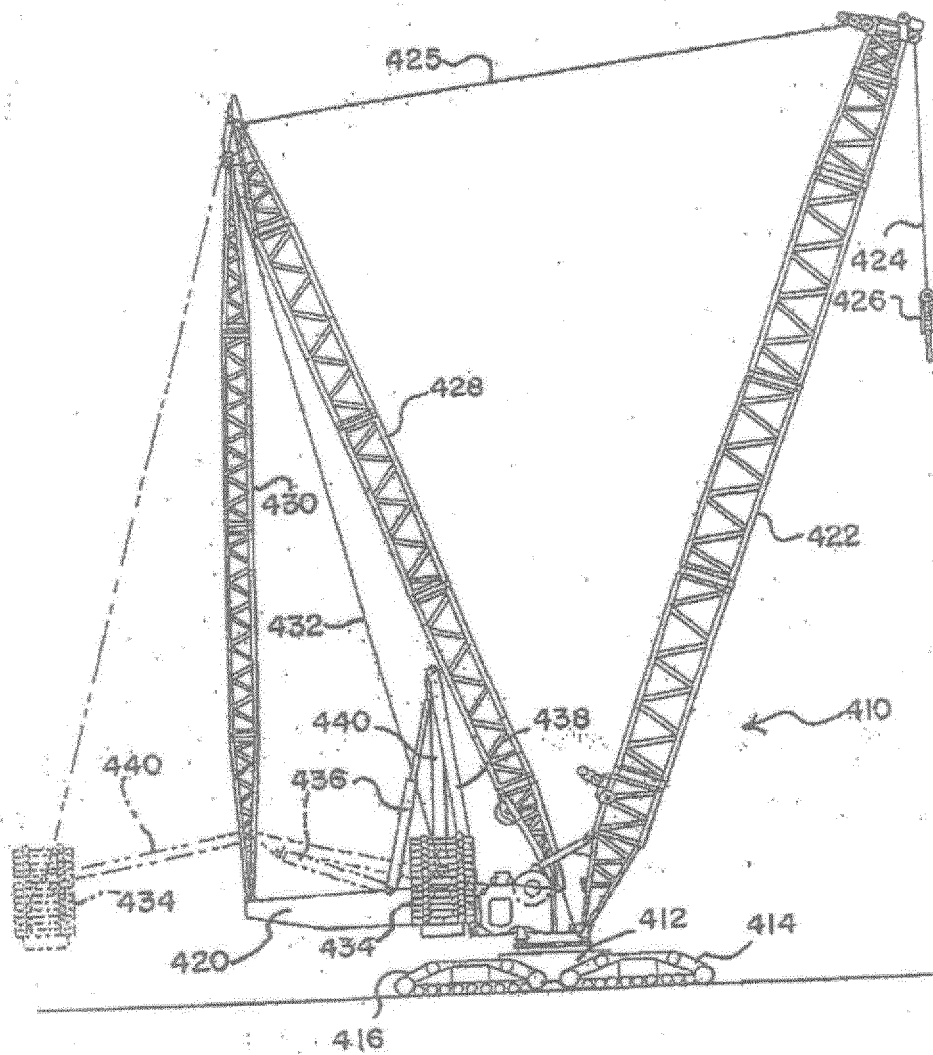


FIG. 10

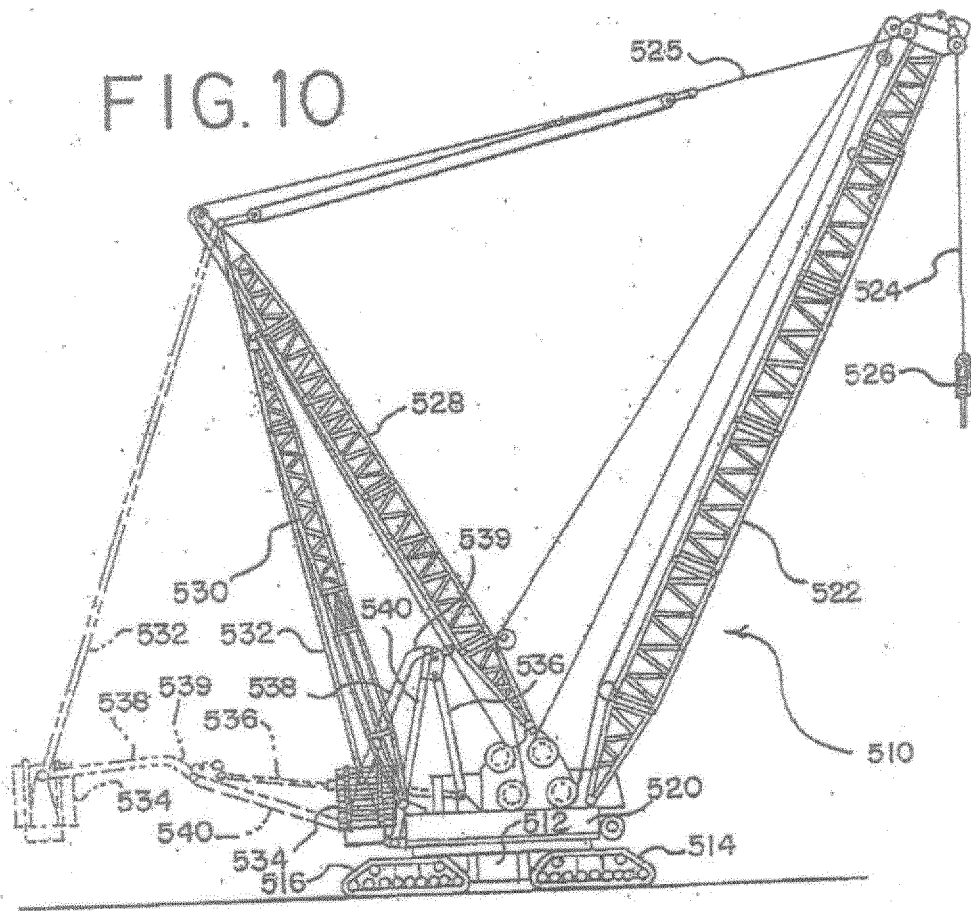


FIG. 11

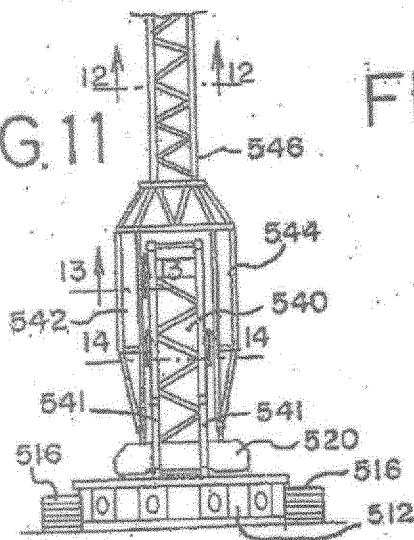


FIG. 12

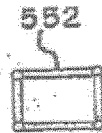


FIG. 13



FIG. 14



FIG. 15

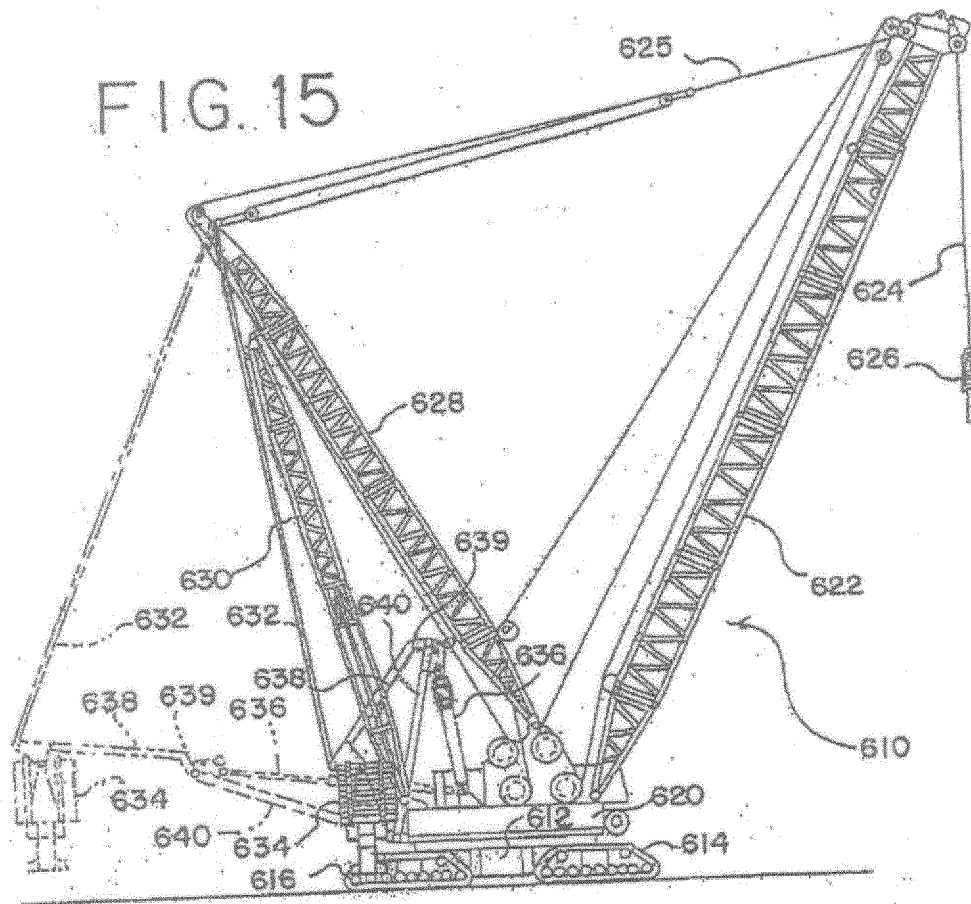


FIG. 16

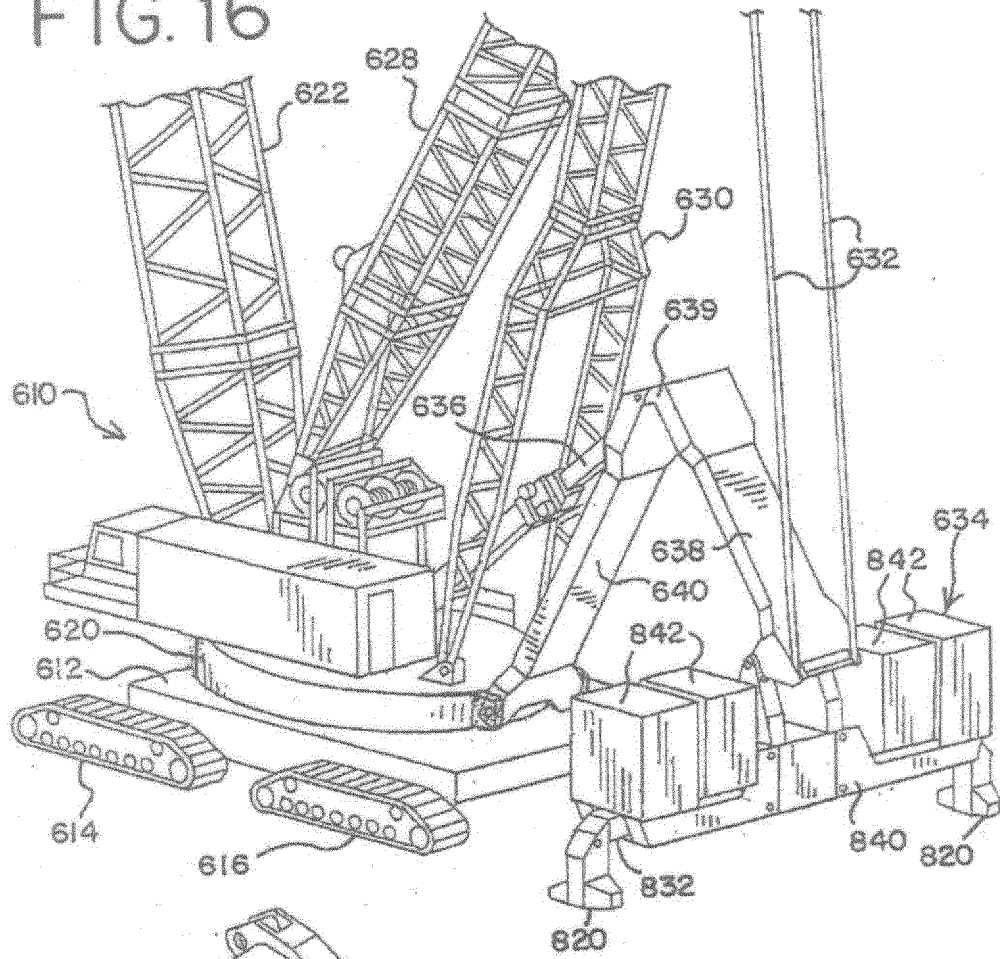
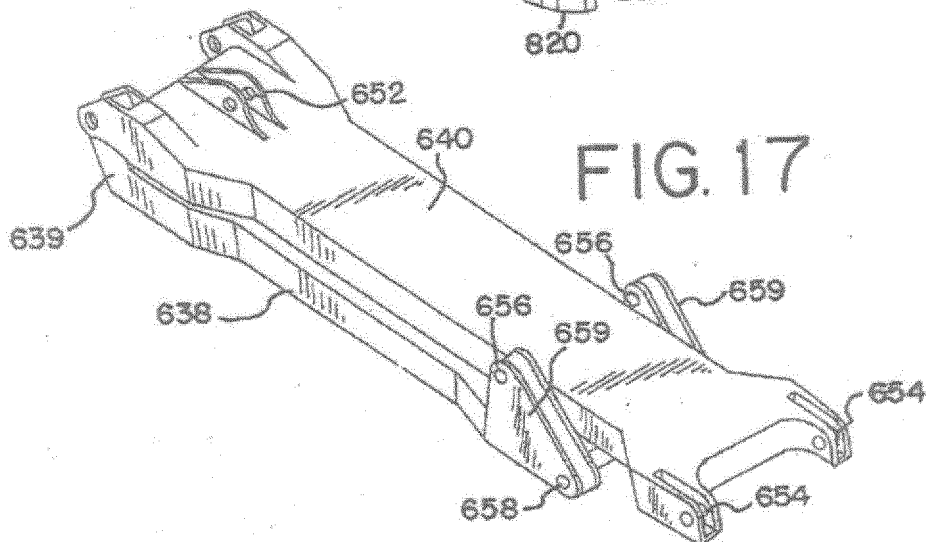


FIG. 17



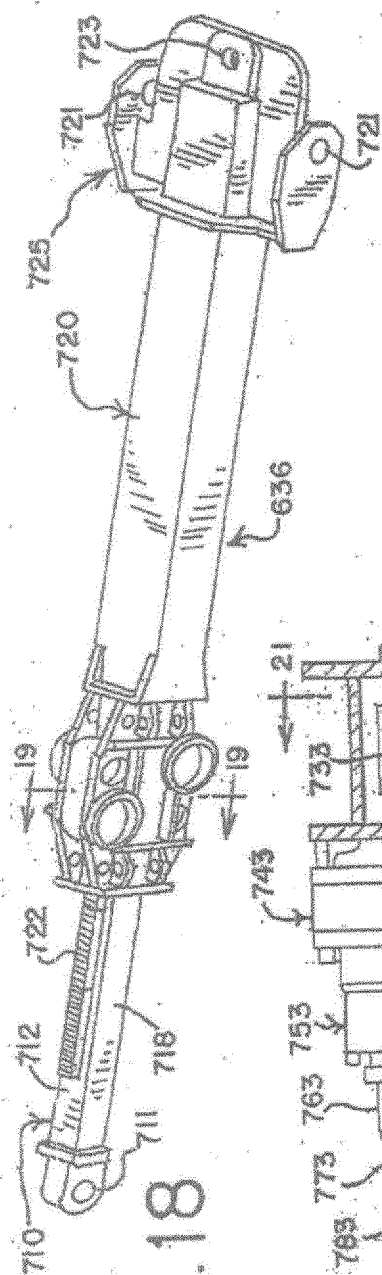


FIG. 18

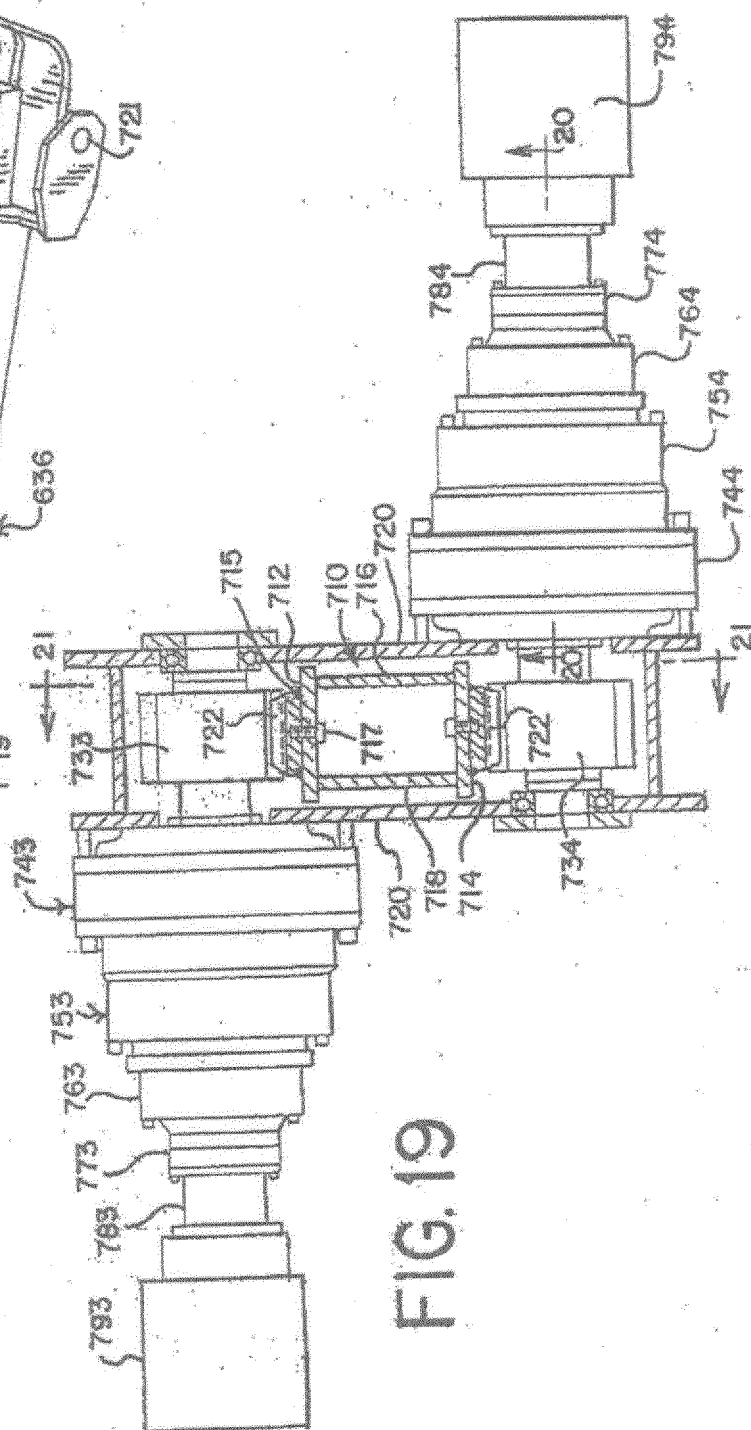
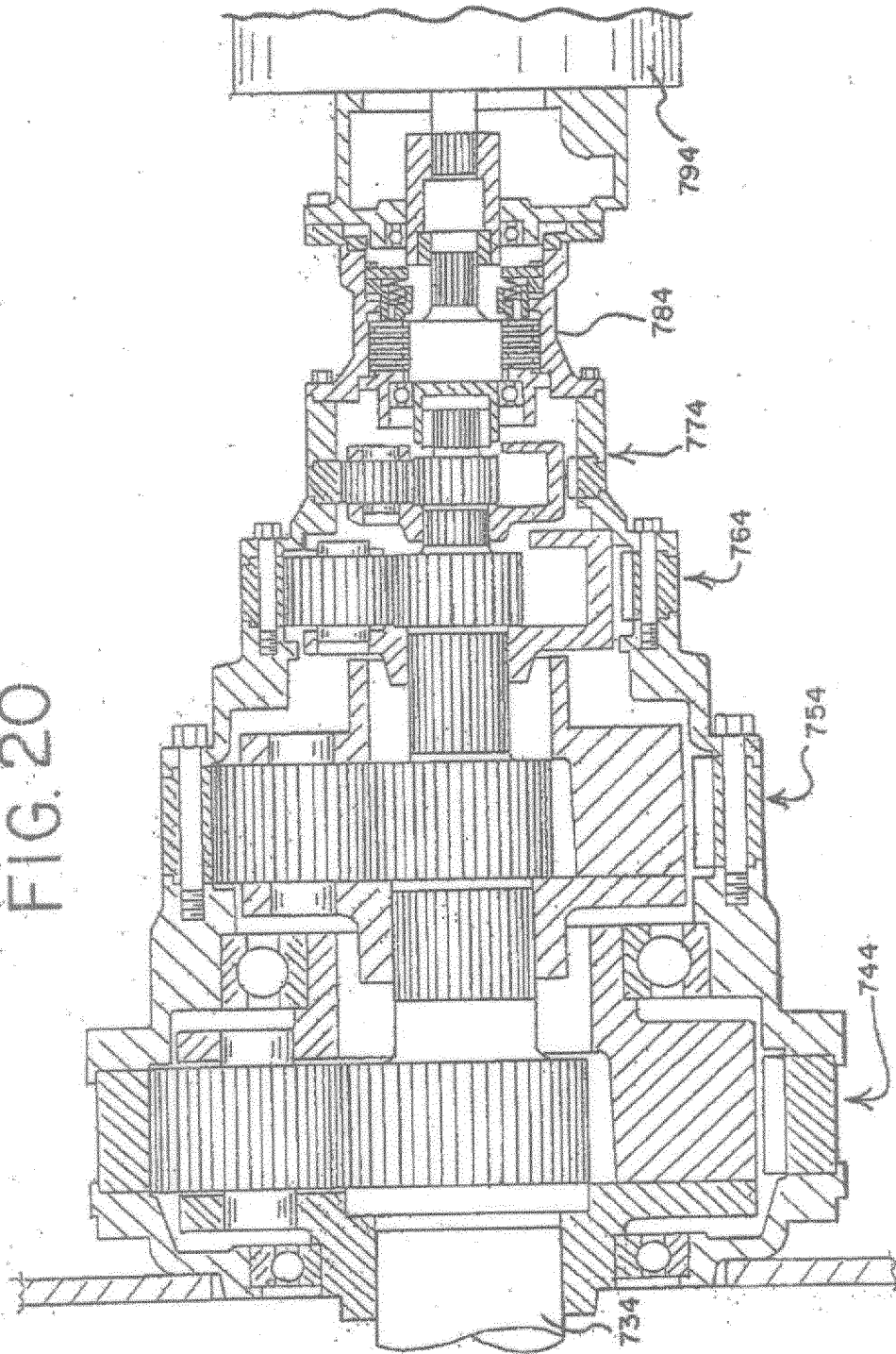
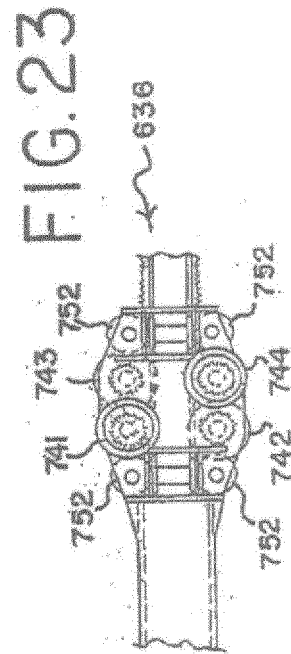
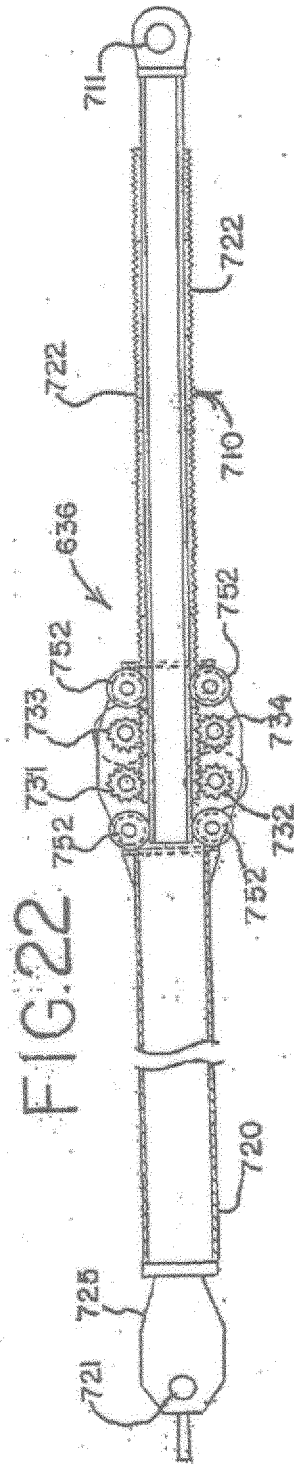
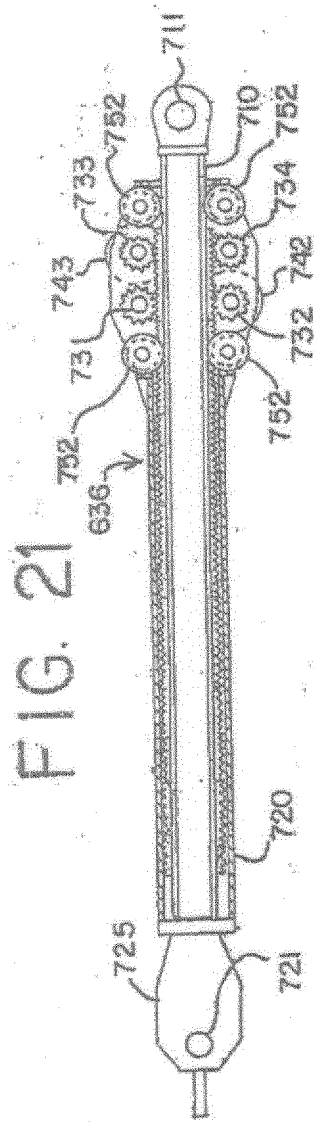


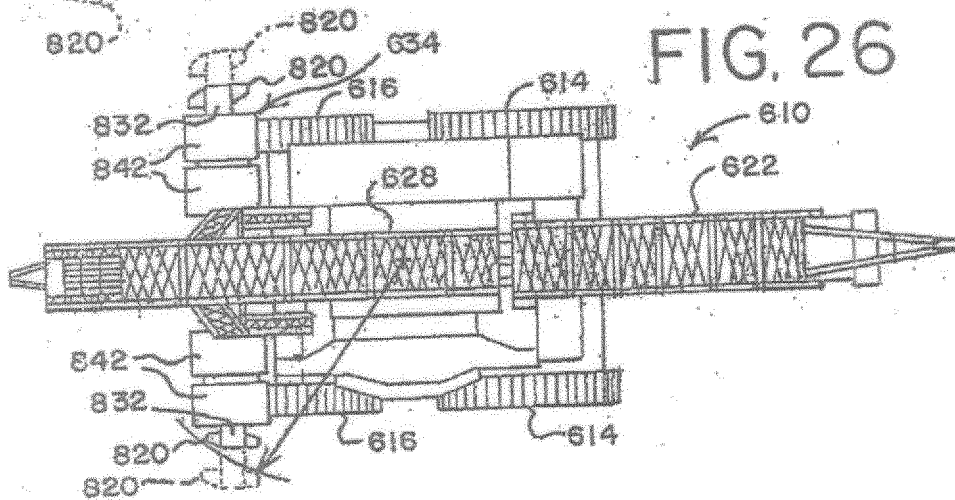
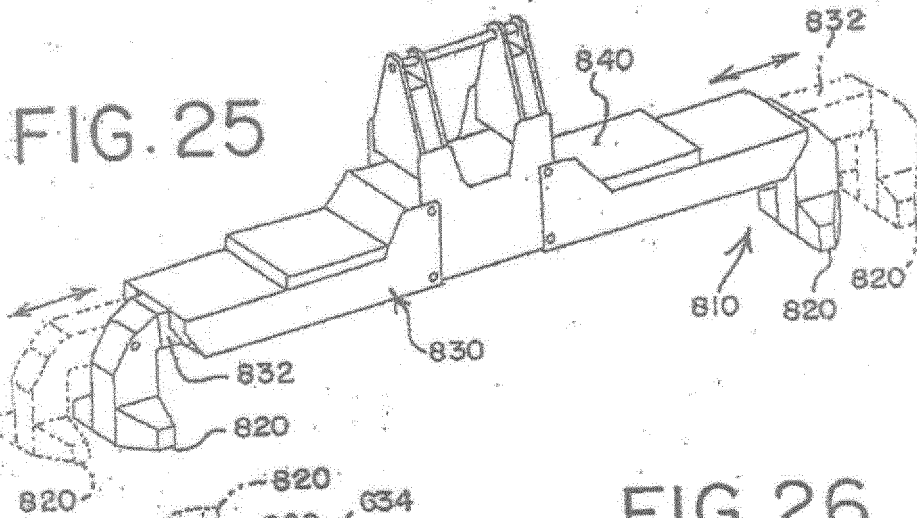
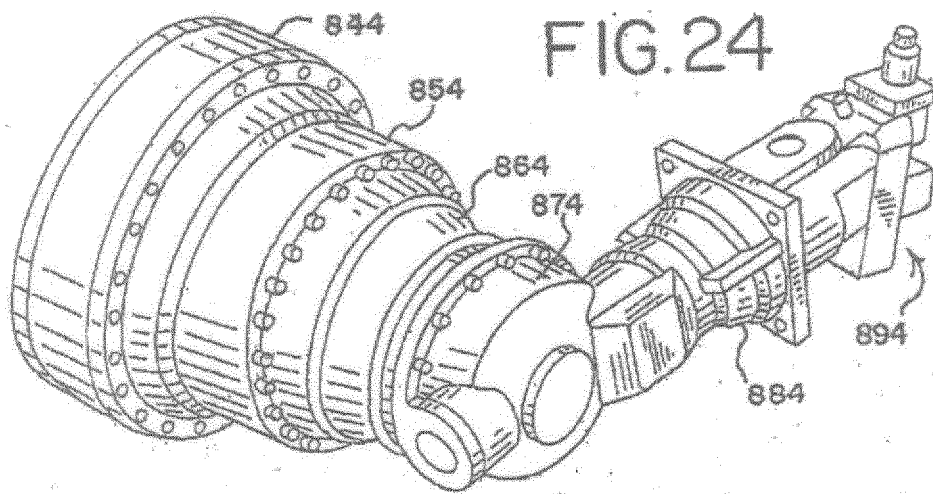
FIG. 19

FIG. 20









**REFERENCES CITED IN THE DESCRIPTION**

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**Patent documents cited in the description**

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